Impact of large scale inflow of dollar

3968. SHRI MURLIDHAR CHANDRAKANT BHANDARE:
SHRIMATI VEENA VERMA:

Will the Minister of FINANCE be pleased to state:

(a) whether Government have made any estimate of the total amount of dollars held back by exporters as on the 28th February, 1993 if so, the details thereof; and

(b) what is the likely impact of such a large scale inflow of dollars on account of rupee convertibility?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. ABRAR AHMED): (a) No Sir.

(b) In the absence of estimates, it is not possible to assess whether it is large and also the nature of impact.

Excise duty on portable agro-engines

3969. SHRI S. MADHAVAN: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that the portabe agro-engines run on kerosene are subject to excise duty of 10 per cent, while diesel engines upto 10 H.P. are fully exempt from excise duty;

(b) what steps have been taken to help the small farmers using the portable agro-engines from high prices of these engines because of excise levy?

(c) what is the annual income from the excise duty collected from the agro-engines run on kerosene; and

(d) whether it is a fact that it is cheaper for farmers to use kerosene run agro-engines?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M. V. CHANDRASHEKHAR MURTHY): (a) Yes, Sir.

(b) With effect from 28-2-93, as part of the Budget for 1993-94, the excise duty on all types of internal combustion piston engines falling under Heading Nos. 84.07 and 84.08 of the Schedule to the Central Excise Tariff Act, 1985, has been reduced from 11.5 per cent to 10 per cent. Diesel oil operated internal combustion engines of 10 H.P. or less (other than those primarily designed as prime movers for transport vehicles) continue to remain fully exempted from excise duty.

(c) Data regarding excise revenue from agro-engines run on kerosene alone, is not being maintained separately.

(d) Government has no information as to whether it is cheaper for farmers to use kerosene run agro-engines as compared to other engines.

Steps to keep imports less expensive

3970. SHRI MURLIDHAR CHANDRAKANT BHANDARE: Will the Minister of FINANCE be pleased to state:

(a) whether Government are aware that despite the duty reduction imports may turn out to be more expensive than what it was about a month ago;

(b) if so, the factors to which this hike is attributable; and

(c) the steps Government propose to take to keep the imports less expensive?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. ABRAR AHMED): (a) The cost of import in rupee terms should be less expensive to the extent of the duty reduction as long as the